

The Times' Daily Short Story.

A LITTLE LOVE COMEDY

(Original.)

Paul Rikard never knew a father's or a mother's care, both his parents having died when he was an infant. His grandmother, who had quarreled with her daughter on account of her marrying Herman Rikard, had never seen the child, but had paid liberally for his support and education. She had died when Paul was in college and had left him some means. On being graduated he was to go to an aunt, who was to take the place of only relative.

When Paul appeared at his Aunt Caroline's house a singular looking little old lady with a pair of corker curls received him in a room so shaded from the light that he did not see her till she advanced to meet him.

"You are Paul Rikard, my sister's son," she said, "and I am your Aunt Caroline. You are to stay here till you are twenty-three years old, at which time I am to pay over to you your inheritance. Unfortunately I am called away for a few weeks and must leave you under the same roof with Claudia Chase, a young girl whom I have adopted and whose home is here. My housekeeper will be chaperon. You will meet Claudia at dinner. I wish to admonish you not on any account to fall in love with her, since I shall not consent to her marriage with any one. I must have her to myself in my old age."

After this address, which she gave in a cracked voice, she hobbled out of the room and left the young man to himself. He was bitterly disappointed. This, the only relative he had ever seen, seemed to be not an especially loving person. Well, there was the young girl, but doubtless she was as unattractive as his aunt, for such old people are not likely to make companions of girls that men would like.

Then came a summons to dinner. A young girl, the very counterpart of his aunt, advanced to meet him, cordially welcoming him. From the moment he saw her and listened to her kindly words he knew he had met one with whom he would be especially congenial.

"I am Claudia," she said. "I have heard a great deal about you from my dear mother by adoption and I assure you for years have felt an interest in one who has had no one to take the place of father, mother, sister or brother. I hope you will now have one in your aunt to fill something of the gap. As for me—well, we must consider ourselves at least cousins."

"But Aunt Caroline showed no interest in me whatever."

"She will. Believe me, you can tell nothing about her from what you have seen. She has the kindest heart in the world and is very unselfish."

Paul wondered if the girl would call the old woman unselfish had she heard her declare that she intended keeping

A Motor Danger.

The chief thorn in the side of the motorist is the alarming rapidity with which he puts on flesh, says the London Globe. To ride in a motor car cannot be called very violent exercise, but at the same time it sharpens the appetite and leads the motorist to pay

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THE POPE'S SIMPLE LIFE

Stories of Pius X. Showing His Love of Plain Living.

HIS ELECTION UNEXPECTED BY HIM

When Asked How He Would Act as Pope He Replied, "I Shall Remain the Same Sarto"—Often Found Himself Without Money—Now He Once Disobeyed Leo XIII.—His Love For Music.

Many stories illustrative of the character of Pope Pius X. have been current in Rome since the conclave of cardinals chose the patriarch of Venice as successor to Leo XIII., says the New York Evening Journal. They show alike his independence and his modesty, the simplicity of his tastes and his love for the beautiful, his love for the common people, from whom he sprang and to whom he has given so much that often during his life he has had to struggle against poverty.

Ginseppe Sarto always has been a democrat and a commoner. Sarto might have been raised to the papal nobility had he so desired, but he preferred to remain as he was.

Pius X. is a friend of King Victor Emmanuel, as he was of the late King Humbert. His utter fearlessness and independence were well illustrated during the reign of Humbert. When Humbert last visited Venice he gave a gala court function. Pope Leo intimated to Cardinal Sarto that he would be wise to remain away.

Sarto disobeyed the pope's tacit instructions and paid his respects in person to the king. The cardinal made Humbert aware also that his visit was in opposition to the wishes of Leo. This so pleased Humbert that he gave orders that the cardinal should thereafter be admitted to his presence in advance of all others. The cardinal paid a second visit later, while Humbert was holding an audience. Sarto would not permit the audience to be interrupted, however, but waited until it was over.

Since chosen pope he has given numerous instances of his simplicity and lack of ostentation. The other day he flatly refused to be carried in the sedia gestatoria on the way to and from the Sistine chapel, and it was carried behind him. As he was walking he said humbly to Mgr. Bisleti:

"I shall never voluntarily get into that box."

After he reached Rome Mgr. Stramoro, a Venetian prelate, who accompanied Cardinal Sarto to the capital, took leave of him at the Vatican. Before going, as they parted, Stramoro said:

"May you be chosen pope?"

"No, no," replied Cardinal Sarto, laughing. "No fear for me. Give me the number of your telephone, though, and I will let you know quickly who receives that honor."

The prelate gave the number. True to his promise, the first thing the cardinal did after his election was to call up the prelate to give him the promised information. He found, however, that the Venetian had already learned the news and was hurrying even then to the Vatican.

When in the past the people of Venice asked Cardinal Sarto what he would do if made pope, as they frequently did, he would reply laughingly:

"I shall have white robes instead of red ones. That will be the only change. I shall remain the same Sarto as ever."

His love for Venice is like the love of a child for its mother. He recently received the Princess Beatrice, daughter of Don Carlos, of Venice. He said to the princess:

"We are from the same town. Your father is my friend, and I have not forgotten his amiability in coming to see me off at the station when I left for the conclave. I little imagined then that I should never see my beloved canals again. I hope your royal father will soon visit our court."

Pius X. likes not only to walk in the country and to look at the sea, but he is a mountain climber as well. A few days before he left Venice he climbed to the top of Mount Grappa, an altitude of 5,500 feet. Outdoor life is a constant delight to him.

His greatest pleasure is in music. Lorenzo Perosi, director of the pontifical choir, is a great friend of his, having formerly been maestro at St. Mark's in Venice. Perosi is in fact chiefly indebted to Pius X. for his musical career.

One story which may account for the liberality of the new pope is that he was originally inclined to be a freethinker. He became a protegee of Cardinal Parocchi, however, and his views changed.

In money matters the new pontiff has always been extremely modest. As patriarch of Venice his income was about \$2,400 a year. The greatest part of this he gave away, and he was often pressed for funds for his personal necessities. It is related of him that not long ago he was called suddenly to Rome, but had not a cent of ready money. He was compelled to borrow \$400, and he was in a perfect fever until the debt was paid.

Tai An's Latest Move.

The empress of China is trying to overcome the national prejudice against photography. She has even permitted the wives of foreign ambassadors at Peking to bring their cameras to her palace.

Largest Oil Ship.

The largest oil ship in the world, the Narragansett, was recently launched in the Clyde. She will hold 10,000 tons of oil, which can be discharged at the rate of ninety tons an hour.

PAIN A STRANGER TO HIM.

Cincinnati Man Whistled While His Toes Were Being Cut Off.

Filled to the brim with Irish wit and with a heart wholly impervious to pain, Thomas Tracy of Cincinnati, O., left the city hospital the other day to go forth and hustle for a livelihood until fate ordains his return to the institution, says the Chicago Inter Ocean.

Many times has Tracy been in the hospital and many times have the doctors marvelled at his fortitude. Pain to him seems a stranger and suffering but a nightmare. The last time Tracy came to the hospital a wagon wheel had run over his right foot, mashing his toes to a pulp. Amputation was necessary, and Tracy scoffed at the idea of taking an anesthetic. Instead of groans he gave voice to laughter as the doctors piled their knives to his flesh, whistling a tune as one after another his toes dropped into the basket until the last one was gone.

"There's many a kick left in that old foot yet," he said to the doctors. "Maybe some day I will come in and have the other foot trimmed up a little so they will look more like mine."

Then Tracy was rolled away to a ward to wait until the next day, when it was decided that he was well enough to go home.

A FARM TO BREED WOLVES.

Kansas Ranchmen See a Good Thing in a Dollar a Scalp Bounty.

The county commissioners of Lane county, Kan., have stopped paying bounties on wolf scalps pending the investigation of a story that a wolf breeding ranch has been established in the northern part of the county, says a Dighton dispatch to the Kansas City Star. With the price of scalps at a dollar each, the business of raising wolves pays better than many of the industries in this part of the state.

It is reported at Dighton that several of the ranchmen in the northern part of the county have established a breeding place for the animals in some of the canyons along Walnut creek. A surprisingly large number of pelts have been brought in from that part of the county, and an investigation will be made.

WILL TRY FRENCH ENGINE.

Pennsylvania Railroad to Import One For a Practical Test.

The Pennsylvania Railroad company will make practical tests with a French locomotive of the De Glehn compound type, which is regarded as the most perfect working passenger locomotive used in Europe.

A sample locomotive is now being built in France at a cost of \$20,000 for the company. It will be delivered at Philadelphia about March 14 and will be put in service, says the New York World.

If the French engine shall prove superior in any respects, the points making it so will be used to improve the American passenger locomotive. The locomotive will be exhibited at St. Louis.

A Big Colonization Scheme.

Announcement was recently made in London of a big colonization scheme for the development of South Africa. One of the chief promoters is General Botha. The plan embraces the formation of a land bank with a capital of \$10,000,000, says the New York Commercial Advertiser. It is said that the company will start with the control of 800,000 acres of land. The British government is said not to look too kindly on the scheme, regarding it as a possible attempt on the part of the shrewd Boers to gain political advantage for the Dutch. This suspicion has been increased by the recent revival of the Bond influence in Cape Town.

Many Tunnels of New Railway Line.

In constructing twenty-six miles of track on the Denver, Northwestern and Pacific railway, where it crosses the Rocky mountains, thirty-six tunnels will be bored. In tunnelling a section of only two and one-half miles it is estimated that 600,000 pounds of powder will be used.

Another Boom Launched.

[Secretary Schuta of the Milwaukee health department is framing an ordinance creating a legal standard for the food used in boarding houses and hotels.] At last the boarding house brigade has found a candidate. The man of destiny is here; we see the hand of fate. No more the custard cup shall be a puzzle to our spouses. No more the famished boarders shall be forced to feed on prunes. And every boarder in the land arises and salutes.

And cheers the name and sounds the fame of Secretary Schuta.

Here is a man at last who knows his country's pressing need. Who knows the lessons now compiled on doubtful stuff to feed. Who knows the way the butter stands defiant on the plate. And how the coffee is too weak its steam to radiate. He knows the secondhand pie and plaster Paris fruits. Each boarding place will boom the name of Secretary Schuta.

Hurrah, for now, at last, the man who boards shall get a steak. That is not an adumbrate stuff, too stiff to bend or break. And all the secret, hidden things shall swiftly go to smash. We'll know exactly what is put into the dish of food.

Each boarder says this is the man who all requirements suits. And makes a note that he will vote for Secretary Schuta.

The leather covered griddlecake must fly to other scenes. For Secretary Schuta is apt to say just what he means.

So up from all the boarding houses now a cheer is wildly blent. A cheer that means that here's the man to run for president. Star boarders and delinquents are prepared to bet their boots. That every voice will cheer the choice of Secretary Schuta.

—Chicago Tribune.

MONSTER FREIGHT DEPOT.

Cincinnati to Have the Largest of Its Kind in the World.

Ground was broken recently in Cincinnati for what will be the largest building in the world devoted to the uses of a freight depot or warehouse, says the Cincinnati Times-Star. The new structure will be erected by the Baltimore and Ohio Southwestern railroad on the north side of Second street, extending from the Chesapeake and Ohio bridge to Mill street, a distance of about three ordinary blocks, the full length of the building being 1,227 feet, with a width at the first floor of fifty-six feet and forty-eight feet above that story. The building will be as nearly fireproof as it is possible to make it, with speed elevators to carry the heaviest kind of freight to any of the five floors. Brick and steel will be used in the construction. Besides this immense depot and warehouse the Baltimore and Ohio Southwestern is erecting on an adjoining lot a combined round and power house, 130 feet in length and three stories high. The first floor of this building will be occupied as a roundhouse, with six stalls, boiler and engine room, for furnishing heat, power and light to the big warehouse and passenger coaches and for the storekeeper's headquarters. On the second floor the superintendent of the dining car service will have his rooms, including refrigerators and storerooms. The Pullman company also will have a yard office on this floor, as will also the car repairers. The third floor will include twenty rest rooms, where belated trainmen may find lodging. There will be reading rooms, shower and tub baths and other modern conveniences in connection with these rest rooms. The entire cost of the new buildings will be about \$650,000. The ground upon which they are being erected cost nearly \$200,000.

THIRD ANNUAL EXCURSION

Retail Clerks' International Protective Association

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Via the Central Vermont Railway and the magnificent new steamer "VERMONT,"

Wednesday, August 12

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TALES OF CITIES.

In New York at the lowest possible average 500,000 people live in rooms which ought to be considered absolutely uninhabitable, dark and without any window or ventilation.

Richmond, Me., celebrated the Fourth this year for the first time since 1850. At that celebration a man named Brewer was killed while loading a cannon on one of the wharfs.

St. Louis is to have a statue of Pierre LaCade, its founder. He will be represented not as a typical frontiersman, but as a captain in the French army, which rank he held in the militia at New Orleans.

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